

## Jas. S. Wilson & Bro.

Bank Row, North Side  
Court House,

### Vehicle Talk:

There is not a more complete or handsomer stock of vehicles of every description in Kentucky than we are offering for your inspection now. It comprises everything, in the most liberal sense of the word. We wish all special attention to our stock of DEPOT WAGONS, OPEN WAGONS and STANHOPEES. It will pay you to call and inspect them.

### Rubber Tires:

In this advanced age no vehicle is complete without RUBBER TIRES. We have the latest improved machines for putting on the Hartford and Goodyear 2-Wire tires. No more coming off. Riding will be made a comfort to you and your vehicle will last twice as long. Come in and investigate.

### Farm Wagons:

All the best makes, such as STUDEBAKER, MITCHELL, OWENS-BORO and OLDS.

### Farm Implements:

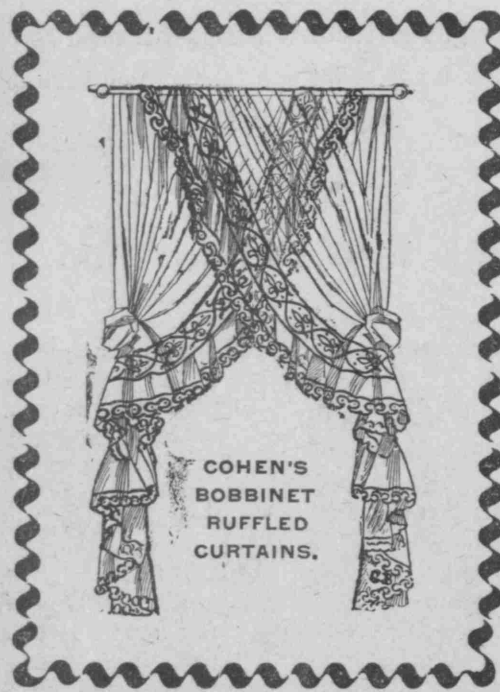
This department is stocked. You can find everything that the farmer needs in this line. Vulcan Plows, Deering Harvesters, Etc. And we want to call your special attention to the Tornado Disc Harrow; there is no better harrow on the market.

### Field Seeds:

You need look no further for anything you need in the seed line. Just tell us what you want and we have it. We have also Seed Sowers of every make.

## J. S. WILSON & BRO.

### THERE IS NOTHING



THAT YOU CAN PUT IN YOUR HOUSE THAT WILL  
ADD TO ITS APPEARANCE AND FRESHEN  
IT UP AS MUCH AS NICE, NEW

## Lace Curtains.

And did you know that I am showing the largest and most complete and cheapest line ever brought to Paris. All the new things. New ideas in hanging. Come in and inspect the line. It will cost you nothing to look.

Also New Line of Oriental Draperies! New Wall Paper and Carpets.

## J. T. HINTON!

### BOON FOR RAILWAY MEN

Illinois Central Adopts a Pension System For Its Employees.

WILL GO INTO EFFECT ON JULY 1.

The Scheme Is Liberal In The Extreme—Company Starts With a Gift of \$250,000—Rules as to Beneficiaries—How the Pensions Are Figured.

Illinois Central railroad employees retired for age or incapacity will be the beneficiaries of a comprehensive pension system which the road will put into effect July 1.

Each retired employee will receive a pension based on the average monthly salary he has been paid during the last ten years of his service and varying from 10 to 40 or even 50 per cent of that salary. The system applies to every officer and employee of the road from the president down to the humblest laborer, except the members of the law and surgical departments.

"We have been led to provide pensions," said President Stuyvesant Fish recently, "as an additional means of providing for our men and bringing them into close and friendly relations with the company. Since the rise of the value of the road stock above par we have found that the employees have practically stopped purchasing it, and after much deliberation we decided upon the present plan, the details of which have been carefully worked out."

"To start with, the company makes a cash gift of \$250,000 to the pension fund. In addition it agrees to pay any amount needed for the pensions up to \$100,000 each year. If the annual pension allowance run beyond this figure, then, and only then, the original \$250,000 will be touched. If the \$250,000 is exhausted the company reserves the privilege of altering the schedule of payments so that the burden shall not increase to too great size."

"As to the employees who get pensions, there are included in the first place all men over 70 years of age who have been ten years in the service of the road. Retirement at the age of 70 is made compulsory for all officers and employees. In the case of locomotive firemen, engineers, conductors, flagmen and brakemen, train baggage men, yardmasters, switchmen, bridge foremen, section foremen and supervisors, they may be retired at the age of 65, and if they have been ten years in service they will be pensioned. Officers and employees between the ages of 61 and 70 who have become incapacitated for any cause and who have been ten years in the service may be retired and pensioned."

"These provisions are liberal, for most other roads require a continuous service of 30 years before granting pensions, make the retirement age for incapacitated men from 65 to 69 years instead of 61 and do not let the train and track men retire before 70."

"The amount of the pension is figured this way: The average monthly pay of the man for his ten years is found, and then he is allowed 1 per cent of the amount for every year he has been in the service of the road. If he has been ten years in service his pension is 10 per cent, and if he has been 40 years in service he gets a 40 per cent pension. For instance, the trackman gets the lowest pay, averaging \$30 a month. Suppose a man has been 30 years in the service of the company—and it is fair to assume that most pensioned men will have been with us that long at least—his pension will be \$30 a month, or \$360 a year.

"A brakeman averages \$90 a month, but if he was a good man he would be promoted long before retirement, and so would not get his pension on that salary basis. The same is true of firemen."

"The conductor averages \$115 a month, which would make his pension after 30 years' service \$34.50 a month, or \$414 a year. The engineer, with an average pay of \$125 a month, would get after 30 years' service \$37.50 a month pension, or \$450 a year. Machinists, averaging \$80 a month, would get the same basis would get \$18 a month pension, or \$216 a year. Of course if men of these grades were retired after 40 years' service the pensions would be just 33 1/3 per cent greater than the figures given."

"The terms of the plan are liberal in another way. Of course continuous service is meant by the phrase 'length of service,' but where men have been on a leave of absence, suspension, dismissal followed by reinstatement within one year, or where temporarily laid off on account of reduction of the force when unattended by other employment, that is not considered a break in the continuity."

"Pensioned employees are permitted to engage in any other business they wish, although they cannot return to the service of the company. They are not permitted to assign away pensions."

"The road has now between 30,000 and 35,000 employees, half the size of the United States army, and all active workers. They must be kept to high efficiency. Conditions are more arduous every year. Wages are higher and stability of employment greater. To keep the force in the best condition we want a pension system, but we expect that from year to year the financial demands of the system will be heavier. We think that \$100,000 a year will be ample, but we cannot tell yet, and we cannot even tell how many employees will be retired the first year. All is in the experimental stage."

"The officials of the road who compose the pension board and will manage the scheme are C. A. Beck, W. J. Harahan, A. F. Krebs, William Renshaw, A. W. Sullivan, J. F. Wallace and Dr. J. B. Owens."

In our style of climate, with its sudden changes of temperature, rain, wind and sunshine often interrupted in a single day, it is no wonder that our children, friends and relatives are so frequently taken from us by neglected colds, half the deaths resulting directly from this cause. A bottle of Boesche's German Syrup kept about your home for immediate use will prevent serious sickness, a large doctor's bill, and perhaps death, by the use of three or four doses. For curing Consumption, Hemorrhages, Pneumonia, Severe Coughs, Croup or any disease of the Throat or Lungs, its success is simply wonderful, as your druggist will tell you. Get a sample bottle free from W. T. Brooks, Paris, Ky. Regular size, 75 cents, Get Green's Prize Almanac.

### YANKEE GOODS ABROAD.

What They Are Doing to Americanize England.

SOLD ALL OVER THE COUNTRY.

Rare Openings For Special Lines of Manufactured Products—American Footwear the Favorite For Ladies. Steady Demand For Our Furniture. Practical Hints to Exporters.

Newspapers both on your side of the Atlantic and on this frequently speak of the foreign trade of the United States as if it had almost reached its maximum capacity instead of regarding it as but only in its infancy, writes F. C. Chappell, the special London correspondent of the Philadelphia Public Ledger. I don't think the average American citizen is adequately aware of the extent of the trade done by the United States of America with Britain.

Indeed all around us here in England we have practical evidence of the favor with which American goods and manufactures are regarded. Your boots and shoes are largely sold in the principal stores in London and elsewhere and are the favorite footwear for ladies on account of the great flexibility of the sole and the tastefulness of the shape. During the last ten years the sale of your boots and shoes in this country has risen from \$23,943 to \$1,050,000. There are today in London quite 50 firms representing American shoe manufacturers, and they state that they are quite satisfied with the trade done. The British operative earns on an average \$8 or \$6 a week, while I believe the American maker receives about \$12 to \$15. But yet a dozen pairs of shoes can be produced cheaper in the United States of America than in England.

American furniture suitable for the homes of workmen and the better class of tradespeople is in steady demand all over the United Kingdom. Last year you sent us about \$927,000 worth of these goods, and the amount could be easily trebled if your makers cared to pay more attention to British tastes, local wants and prompt shipment. The Canadians have cut into this trade a good deal lately. They send very smart travelers all over this country who take small orders, make up to any design and generally do what is wanted. These travelers always carry a full line of samples. Your top roll desks and office furniture hold the market here and are to be found in all large offices, warehouses, institutions, etc.

Lord Roberts directly he went to the war office gave instructions to have his private room fitted with an American desk in place of the old fashioned that table used by his predecessor in office. Probably this will lead to hundreds more of these desks being used at the war office. Until recently any one wanting to have his boots polished in the streets had to place his foot on a little boxlike apparatus, standing while the boy polished away for all he was worth. Now your commodious chairs have been substituted, while the bulk of the barbers' chairs used are from the United States of America.

The trade in American made watches and clocks continues as brisk as ever and has quite killed one part of the British home trade. It is a very significant fact that in Switzerland, the home of the watch industry, American watches sell in direct competition with the Swiss product and that, too, within a few miles of the largest manufacturing in that country.

There is an enormous demand in Britain and indeed throughout Europe generally for all kinds of practical domestic appliances intended to minimize or do away with domestic service, which is just as difficult to secure in the old world as it is in the new. We have had handy novelties introduced here from your side in brooms and such things, all of which sell widely. Little hardware novelties, such as locks, sell well. Stool ceilings, wooden cornices, etc., are in demand and will repay the trouble of any exporter to open up the market.

There is a steadily increasing sale all over Europe of American farm implements and agricultural machinery. Exports of the total sent abroad from the United States of America. Sales have not been so brisk here in England during the past year, but still we have purchased more such implements than in 1890 and preceding years. I think your exporters should specially cultivate the French and German markets; also watch the development of Turkey and Egypt. The latter country is a capital future market for windmills and all kinds of irrigating plants. The sultan of Turkey has just placed farm implements on the free list of imports. Somehow or other the Germans cannot produce implements like your own, and they have consequently to buy larger quantities from you every year. The trade is largely increasing. Luckily, American implements have to pay the maximum tariff in France, but in spite of that serious drawback your sales there are increasing every year.

**Big Note Paper the Fashion.**  
Very large sheets are the latest fashion in note paper, with enormous envelopes to match them, plenty of space being necessary if the modern demand is to splash her soul upon paper, says the St. James' Gazette. The latest thing in note paper is about the size of sermon paper.

**Canadian Doors For South Africa.**  
Canadian firms have received orders for 2,000 doors for South Africa, with prospects of receiving further orders for several thousand more in the near future.

The News is authorized to make the following announcements for the various city and state offices, subject to the action of the Democratic primaries:

City Primary, July 9, 1901.

FOR MAYOR.

Herb. Perry.  
W. F. Talbot.

FOR POLICE JUDGE.

O. D. Webb.  
Morris Fitzgerald.  
John J. Williams.

FOR CITY CLERK.

Ed T. Hinton.  
E. B. January.

STATE SENATOR.

Caswell Frewitt.  
A. W. Hamilton.

### FOR THE CHILDREN

The Pearl Fisher.

Tom was going to be a sailor, and Jenny came down stairs to see him off.

"Here is a lucky bone for you, Tom," she said. "I found it on the beach when I was at the seashore, and it will keep you safe from shipwreck."

Tom thanked her and put the lucky bone in his pocket. Then he got into his boat and rowed away across the broad harbor.

"The boat went rather hard over the carpet, for it was a clothes basket, and the tongs did not make very good oars, but he got on pretty well till he came to the grand piano."

"Here is the harbor," he said. "I shall go in here to get pearls, Jenny. Only I must beware of the Leg rocks."

"Yes, do beware," said Jenny. "And be sure to bring me home some pearls."

Tom promised and then began the dangerous entrance into Piano harbor. He avoided the Leg rocks very skillfully, but in standing up to steer round them he struck his head pretty sharply against the top of the harbor.

"Oh," said Jenny, "if you hadn't had the lucky bone you might have hurt yourself."

"Yes," said Tom, and he rubbed his head hard and winked several times.

"Are you getting many pearls, Tom?" asked Jenny.

Tom felt in his pockets, but there was nothing in them, for a wonder, save a pencil, some crumbs and the lucky bone.

"Pretty well," he said. "Very likely I could get a great many more if I staid longer, but I think I'd better come home now, for the water is full of sharks."

"Oh, do come back," cried Jenny, jumping up and down on the bunk.

"Oh, Tom, what would you do if a shark jumped into the boat?"

"Stick an oar down his throat, of course," replied Tom promptly.

Here, while keeping a sharp lookout for sharks, the bold pearl fisher ran into the Leg rocks and was almost capsize, but he handled the boat with great skill and finally managed to push off. After some minutes of hard pulling, during which Jenny stood speechless, with clasped hands, he reached the shore.

Jenny gloved with pride in her hero, "Oh, Tom, I am so glad you have come back safe," she cried. "Oh, how brave you are!"

Jenny said, "I am sure you saw those dreadful sharks after you! But where are the pearls?"

"Here," said Tom, and he handed her the lucky bone.

"They are beautiful pearls!" she said. "I shall have an imperial crown made out of them and a necklace and teeth. I always thought 'teeth like pearls' sounded lovely, you know. I say, Tom, wasn't it good that I gave you the lucky bone? If I hadn't, you couldn't have brought me any pearls or only string and pebble ones."

"So I couldn't," said Tom.

"And you might really have hurt your head," said Jenny.

"So I might," said Tom, and he rubbed his head, where, already, there was a lump as large as an egg—Laura E. Richards in Youth's Companion.

**A Lesson For the Prince.**

One of the many stories told in Germany about the crown prince's childhood has almost become a household word with his future subjects, so frequently has it been told in nurseries. Nothing afforded the young prince when a child of 6 or 7 greater pleasure than to watch the sentries salute as he passed in or out of the castle at Potsdam, and the old soldiers were kept at it from morning till night. His aversion to water, and the poor woman who was charged with his toilet averred that he never was washed before he was sent to bed.

One day, however, he was sent to bed without being washed, and the old soldier who was charged with his toilet averred that he never was washed before he was sent to bed.

**Game of Lame Goose.**

One of the players, the lame goose, retired to a space marked off as den. The others then tried to come out, saying, "Lame goose, lame goose, can't catch anybody." Lame goose runs out, but can take only three steps, when he must hop on one foot, trying to tag the others while hopping. All tagged before lame goose goes in. One day came lame goose. If lame goose puts his foot down while outside the den after the first three steps, the others drive him back. The player last tagged wins the game and becomes the first lame goose of the next game. Care should be taken that the hopping is not always done on the same foot.

Shoes that please in style, fit and price, are what the purchaser wants. All these guaranteed at Davis, Thompson & Isgrig.

**FREE 5 FREE**

Don't forget to ask for the consumers' and merchants'

**Benefit Scrip.**

Customers take Notice.

That for every Cash Purchase of ONE DOLLAR from any Merchant whose name appears in this "ad," Entitles You to a

**5 Per Cent. Scrip.**

Which they will accept for Five Cents on every

**Cash Purchase Of \$1.00**

And take SPECIAL NOTICE that the Merchants who belong to this Association are the most wide awake and keep the Best Selected Stock of Goods and their prices are the Lowest.

**The Bourbon News**

SWIFT CHAMP,  
EDITOR AND OWNER.

Issued Tuesdays & Fridays.  
Two Dollars per year in advance.

PARIS KENTUCKY.

JOHN W. LOWERY, Proprietor  
BOURBON LUMBER COMPANY  
COOK GROCERY CO.  
PARKER & JAMES  
J. T. HINTON  
FURNITURE  
ROBERT J. NEELY  
DRUGS & BOOKS  
G. S. VARNER & CO.  
JEWELERS  
MRS. M. PARKER  
MILLINER  
DAVIS, THOMPSON & ISGRIG  
SHOES  
JANUARY & CONNELL  
STOVES

### TUNNELING A MOUNTAIN.

Account of a Stupendous Engineering Feat in the West.

The wonderful achievement of tunneling a big mountain at Sherman, Wyo., by the Union Pacific in order to reduce the grade and shorten the track has been accomplished, and on May 1 regular service was commenced on the new line from Buford to Tie Siding, which becomes part of the main line of "the overland route."

The contract for this work was awarded about a year ago, and its completion is reckoned one of the most astonishing feats of railroad engineering yet accomplished. The general public has no idea of the gigantic fills and the marvelous tunneling through the Rockies in connection with this work.

The Sherman tunnel, forming a very important part of the project, is situated between Dale Creek and Tie Siding, nearly half a mile long. In the mountain it pierces the foot of the granite formation, one of the hardest of granite rocks, from which comes Sherman gravel, so extensively used on the Union Pacific for ballast.

Standing conspicuously out in this great engineering work are two fills. Lone Tree fill and Dale Creek fill. The embankment at the last named fill is 145 feet in the highest place, 900 feet long, 40 feet wide at the top, 115 feet at the bottom. The Lone Tree fill is 130 feet high at the highest point. These two fills involved the handling of 500,000 cubic yards of earth and stone.

Two other embankments adjacent reduced the moving of 250,000 yards, so that this particular part of the work, all within a distance of a mile, necessitated the moving of more than 750,000 cubic yards of earth and rock. Through the embankments pass large concrete and iron culverts, to provide for the drainage of the large area obtaining on Dale creek. The new tunnel is so well constructed that with freedom from density of air one may see clearly with the naked eye from one end of the tunnel to the other.

The saving in motive power to the Union Pacific by the construction of the new line will be immense and is evidenced by the fact that the maximum grade per mile is reduced from 77.08 per cent to 43.3 per cent between Lone Tree and Laramie alone. The Union Pacific will now be able to make faster time to all western points and haul heavier loads than before.

**Low Rates Queen & Crescent Route.**

Low rates are announced for the following named occasions, via the Queen & Crescent Route:

Western Gas Association, Louisville, May 15-17th.

Medical Society of Ky., Louisville, May 22-24th.

Nat. Ass'n Credit Men, Cleveland, June 12-14th.

American Ass'n Nurserymen, Niagara Falls, June 13-14th.

Nat. Electric Med. Ass'n Chattanooga, June 18-20th.

Kappa Alpha Convention, Richmond, Va., June 25-28th.

Conference, Epworth League, Harrison, Tenn., April 18-19.

Ask ticket Agents for particulars.

**JAY BIRD!**

(SIRE OF).

ALLERTON 2:09 1/4, Early Bird 2:10, Miss Jay 2:11 1/2, Rose Croix 2:11 1/4; 83 2:30 Performers.

**\$100 To Insure.**

**Scarlet Wilkes.**

Pacing Record, 2:27 1/2. Trial 2:14 1/4, trotting trial 2:14 1/4.

(SIRE OF)

GEORGE 2:08 1/2; Pacing, 2:13 1/2; trotting, Mercury Wilkes 2:14 1/2; Captain White 2:15; The Duke 2:16; Elsie Harris 2:24; Marlboro 2:35; Alice Frazier 2:31 1/2.

By Red Wilkes sire of 148 2:30 Performers.

**\$25 to Insure.**

**TEUTON**

The great thoroughbred winner of the Oakland and Decoration handicaps, by Ten Brock, dam Miss Austin, by Lightning.

Teuton is a magnificent Stallion, full 16 hands and weighs over 1,200.

He has the very best disposition and will sure sire race horses.

He is just the horse for short bred mares. Mated with such mares, he will get work horses of great endurance and driving horses that never tire.

HIS FEE IS ONLY \$10 TO INSURE A FOAL.

Maplehurst, Paris Kentucky  
Bacon & Brennan.



## Neatest, Cheapest.

Brass and Iron Beds have many points which recommend them. They are handsome, beautiful, easily kept clean and EASY BOUGHT.

People who use them like them. People who do not use them, should examine into the advantages they offer.

We have many styles—Simple Enamelled Iron or laborately Decorated with Brass, to suit your idea.

## A. F. WHEELER'S

NEW FURNITURE STORE,  
Phone 262.  
SIMMS BUILDING, MAIN STS., PARIS, KY.



## A SHOE Explanation.

Ill-fitting Shoes would spoil the temper of a saint, and one can't be blamed for a little outburst of temper. But you could easily avoid it by wearing the

## HANAN SHOE

They are made in foot-fitting shapes, in leather that have passed an expert's examination. It's hard to find a foot Hanan Shoes will not fit. We have them made in all the latest style toes. Prices 5.00 a pair 6.00. Call and examine my new Spring stock before buying.

## Geo. W. Williams.

## Your Needs

Can be fully supplied at this store. You can trade safely by phone—of course, we are glad to welcome you in the store, but if not convenient to come down town, send your order and it will get careful and prompt attention. We propose to make it to your interest to do your grocery business here.

## DO W & SPEARS.

TELEPHONE 11.



## O. K. STOVES, RANGES,

Every one guaranteed to be satisfactory or money refunded.

CALL AND SEE THEM

We also furnish repairs for all stoves no matter what make.

## Winn & OWRY

FOR FIRST-CLASS SERVICE  
SEND YOUR WORK TO THE

## Bourbon Laundry Co.

## The Best.

This continues to be our standard. Our stock of Paints, Brushes, Colors, Varnishes, Glass and Painters' Supplies is made up of the very best goods on the market. My work is of the best—sustained by reputation. Let me estimate on your Painting, Glazing, and Interior Decorating.

## C. A. DAUGHERTY,

PHONE 231. 434 MAIN STREET.

WE SELL SHERWIN-WILLIAMS' PAINT.